

automatic detection of fuel-gas vapour in the spaces containing the propelling machinery and the fuel-storage tanks. That automatic gas detector shall be capable of giving a visible and audible warning of the presence of fuel gas vapour.

9. Machinery spaces containing steam engines—(1) In every ship of Class VI of 45m in length and over there shall be provided for the protection of every space containing steam turbines or enclosed pressure-lubricated steam engines used for main-propulsion or auxiliary purposes:

(a) Foam fire extinguishers, each of at least 45 litres capacity or 1 carbon-dioxide fire extinguishers each of at least 16 kg capacity, sufficient in number to enable foam or carbon dioxide to be directed on to any part of the pressure lubrication system and on to any part of the casing enclosing pressure-lubricated parts of turbines, engines, or associated gearing;

Provided that such extinguishers shall not be required if equivalent protection is provided in such spaces by a fixed fire-extinguishing installation fitted in compliance with clause 7(1)(a) or clause 8(1)(a) of this Code;

Provided also that such extinguishers shall not be required in any space containing only auxiliary machinery of less than 375 kW.

(b) Sufficient portable fire extinguishers so located that a portable extinguisher is not more than 10m walking distance from any point in the space.

Provided that not less than 2 such extinguishers shall be required in any space containing main propulsion machinery, and not less than 1 such extinguisher shall be required in any space containing only auxiliary machinery.

10. Fire extinguishing appliances in other machinery spaces—In every ship of Class VI of 45m in length and over where a fire hazard exists in any machinery space for which no specific provisions for fire extinguishing are required by clauses 7, 8 or 9 of this Code there shall be provided in or adjacent to that space a sufficient number of portable fire extinguishers to ensure that at least 1 extinguisher is not more than 10m walking distance from any position within that space unless equivalent means of fire extinction are provided.

11. Fire crew outfits—Every ship of Class VI of 45m in length or over shall carry 2 fire crew outfits for each 60m (or part thereof) of the length of the ship. Every such outfit shall comply with the requirements of clause 30 of the General Code and with the Performance Standard referred to therein.

(2) In any ship of Class VI of 45m in length and over provided with breathing apparatus of the air hose type where an air hose of more than 36m in length would be necessary to reach from the open deck well clear of any hatch or doorway to any part of the accommodation, service, cargo or machinery spaces at least 1 breathing apparatus of the self contained type shall be provided.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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The Fire Appliances (Code of Practice for Ships of Classes VII, VIIA and VIII) Notice 1989

Pursuant to section 235 of the Shipping and Seamen Act 1952, the Minister of Transport hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Fire Appliances (Code of Practice for Ships of Classes VII, VIIA and VIII) Notice 1989.

(2) This notice shall come into force on the 1st day of November 1989.

2. Code of Practice prescribed—The Code of Practice set

out in the Schedule to this notice is hereby prescribed for the purposes of the Shipping (Fire Appliances) Regulations 1989.

Schedule

Code of Practice for Ships of Classes VII, VIIA and VIII

1. Interpretation—In this Schedule, unless the context otherwise requires,—

“The Act” means the Shipping and Seamen Act 1952:

“Accommodation spaces” means passenger spaces, public spaces, corridors, lavatories, cabins, offices, crew spaces, shops, isolated pantries and lockers and similar spaces:

“Approved” means approved in writing by the Director:

“Chief Surveyor” means the officer of the Ministry of Transport for the time being holding the appointment of Chief Surveyor of Ships; and includes his deputy:

“Classes VII, VIIA and VIII” are as stated in The Shipping (Fire Appliances) Regulations 1989.

“Control station” means any space in which radio, main navigating equipment, or the emergency source of electrical power is centralised:

“Crew space” has the same meaning as the expression “crew accommodation”, as defined in The Shipping and Seamen Act 1952.

“Existing ship” means a ship which is not a new ship.

“General Code” means The Fire Appliances (Code of Practice for General Requirements for Fire Appliances) Notice 1989.

“Main vertical zone” means those sections into which the hull, superstructure, and deckhouses are divided by “A” class divisions the mean length of which on any one deck does not, except in special circumstances, exceed 40m:

“Machinery spaces of category ‘A’” means those spaces and trunks to such spaces which contain

(a) internal combustion machinery used for main propulsion; or

(b) internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or

(c) any oil-fired boiler or oil fuel unit.

“Machinery spaces” means all machinery spaces of category A and all other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilising, ventilation and air-conditioning machinery, and similar spaces, and trunks to such spaces:

“New ship” means a ship of which the keel is laid, or in respect of which a similar stage of construction is reached,

(a) in the case of a ship of Classes VII and VIIA on the 1st day of July 1986 and

(b) in the case of a ship of Class VIII on the date of commencement of this notice.

For the purposes of this definition, “similar stage of construction” means the stage at which construction identifiable with ship comprises at least 50 tonnes or 1 per cent of the estimated mass of the structural material of the completed ship, whichever is the less. A cargo ship, whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which a conversion commences.

“Oil-fuel unit” means the equipment used for the preparation of oil fuel for delivery to the oil burners of an oil-fired boiler, or equipment used for the preparation of heated oil for delivery to an internal combustion engine;